

MOTORISTS PLANNING OUTING FOR ORPHANS

M. Stoddard, of Automobile Trade Association, Names Committees for Event.

By HARRY WARD.

A committee to handle the orphans' automobile outing in June was named today by Joseph M. Stoddard, president of the Automobile Trade Association of Washington, under whose auspices the event will be conducted this year. The committee consists of W. C. Long, chairman; J. S. Jenks, and H. O. Leary, Jr. Chairman Long will call a meeting of the committee next week to select the date, place of the outing, and to arrange for a sufficient number of cars to give every orphan in the city a ride.

L. B. Schloss, manager of Glen Echo Park, has again tendered the use of the grounds and amusements at that resort free of charge, and it is expected the committee will select that park for the outing. Each of the various institutions where orphans are cared for will be asked to aid the association in making this year's celebration the greatest ever held here.

"We want every little orphan in Washington to take part in the outing," said President Stoddard, "and I have urged the committee to take particular care that none is neglected."

Motorists in the past have been generous in donating their cars to the little ones an outing, and it is expected many responses will be made to the appeal of the committee for cars this year.

Orphans' automobile day has become one of the big events on the automobile calendar throughout the country. The idea was originated some years ago by a New York newspaper man. It was taken up by the American Automobile Association and the various clubs throughout the country affiliated with that organization, together with many automobile trade associations, and made it an annual event.

Ford factory past 500,000 car mark.

More than 500,000 Ford cars have been built and sold to date, said Charles E. Miller, of Miller Brothers, Ford agents here. "The five hundred thousand figure was passed about the middle of April."

"The company's big factory in Detroit was speeded up and completed automobiles were being turned out at the rate of more than 1,100 a day as the half-million milestone was left behind. This was but a continuation of the pace set in March, when, for twenty-six consecutive working days, the daily production exceeded 1,100 cars."

"Since 1908 the growth of the company, as indicated by the yearly car sales, has been phenomenal. That year the sales totaled more than 6,000, the next year they jumped to more than 11,000, the next year they were more than 20,000, in 1911 they exceeded 37,000, in 1912 they were more than 71,000, and in 1913 they were in excess of 180,000."

"And this year's sales are keeping up the pace. The Ford built more 1914 cars than any other make in the world, and the total of the sales for the six years given above, combine to make a grand total of more than half a million."

"These half million cars have been sold in every country on the globe where a motor car could be sold. They may be found in the interior of darkest Africa, in the valleys of the Andes of South America, in Ceylon, on the island of Java, in the Philippines, and in the out-of-the-way places of the world."

"And in almost every land there are practically twice as many Fords as cars of any other single make."

"It is quite generally agreed that the slogan, 'Every third car a Ford,' is practically true in all countries."

Goodyear Tire Co. Agent To Give a Lecture Here.

Upon the invitation of George Howard, manager of the Goodyear Tire and Rubber Company's Washington branch, automobile dealers of this city will assemble Monday night at the New Ebbitt to hear an address by H. S. Quine, secretary to the president of the Goodyear Company, on the relation of the company to the dealer. It is understood Quine has some interesting facts to give the dealers, and it is expected a large number of them will be on hand to take part in the meeting. A buffet supper will be served during the evening.

Recent Hudson Buyers.

Recent sales of Hudson cars made by the Hudson Automobile Company, include a "40" touring car to F. C. Hawkins, a "54" touring car to W. W. Evers, and a five-passenger "little six" to A. F. August.

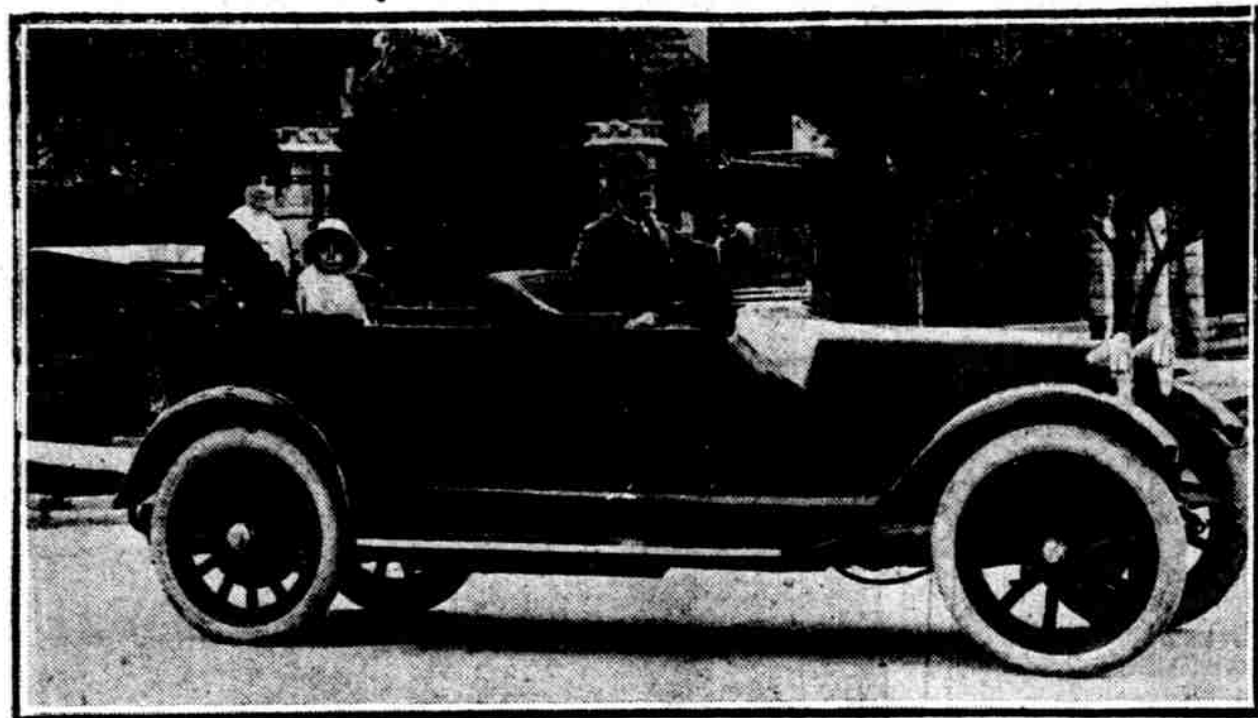
Barnhart in Virginia.

W. P. Barnhart, of W. P. Barnhart & Co., Pullman, King and Standard electric agents, left Thursday to visit agents for those cars in Richmond and Virginia.

Five Cadillac Sales.

The Cook & Stoddard Company this week sold and delivered seven-passenger touring cars to J. William Lee, J. Wedderburn, and W. W. Everett, and five-passenger touring cars to E. S. Marston and L. Hunt.

AMERICAN CAR FIGURES IN NEGOTIATIONS



Chalmers Car of Nelson O'Shaughnessy, in Which He and Dictator Huerta Argued Crisis in Street. O'Shaughnessy and Family Are in Car. Picture Taken in Front of American Embassy in Mexico City.

WELLER IS FIRST TO ENTER MOTOR RUN

Sociability Meet to Be Held May 12 Over Course From Capitol to Cabin John.

Michael I. Weller has the distinction of being the first entrant in the first automobile sociability run of the Washington Automobile Dealers' Association, which will be held May 12. The ink on the first batch of entry blanks was hardly dry before Weller affixed his signature to the entry and handed it to Irving J. Henderson, chairman of the association's contest committee. He will have the privilege of starting first in the event, which will be from the Capitol to Cabin John Bridge, approximately eight miles.

Other entrants include Charles "Skeets" Watson and Charles H. Orme. The entries will close May 8. Many handsome prizes have been donated for the event, which promises to be one of the most important motor car events in Washington this season. The first prize will be a large silver loving cup, twenty-one inches high, donated by Arthur Foraker, son of former United States Senator J. B. Foraker, and head of the Optometric Motor Car Company.

Other prizes will be tires, automobile oil, and many different kinds of motor car accessories.

The entry blanks have been widely distributed among the various automobile salesmen, garages, supply houses and the newspaper office, which will be just enough to defray the expenses of providing pennants and numbers for the various entrants. At the conclusion of the run a luncheon will be served at Cabin John Bridge.

A survey of the course will be made within the next few days and the figures obtained will be given to some prominent Government official who will set the time in which the run must be made. No one will know the time set except the official who selects the car. It will be sealed and deposited in a safe until the day of the run, when it will be taken to the finish post, where the winner will check up the score of each contestant, the motorist who is nearest to the secret time selected will be declared the winner. Those next nearest will receive the prizes offered.

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The Cadillac two-speed axle is the most progressive feature in motor cars that has been developed in the past two years. It affords the highest degree of smoothness in running. It decreases fuel consumption. It reduces maintenance cost. Cadillac qualities, only the Cadillac can give you.

Storage Battery Needs Attention

Motor Goes Backward When Idle and Is One Department of a Car Where 'Stitch-in-Time Policy' Is Essential—Should Be Tested Often.

It is as important for the pleasure you get out of motoring to make certain that your starting and lighting battery is in good condition as to be sure your tires have been looked over and that they really are ready for the summer touring. A storage battery is one part of a car that goes backward when idle. The battery gradually discharges during the time the car has been garaged and unless given a good charging and perhaps some additional recharging it will not be in first class condition to start the season with, says Motor Age.

Whether the battery requires over-charging or repairing can be told only by the battery expert into whose hands you place it. He may find that after a normal recharge the voltage drops, which may indicate a broken jar or some other defect. He may find the plates badly sulphated. Worse still, he may find the active material falling away. There are other troubles such as the need of new separators.

It is questionable if in any other department of the car it is more essential to use the stitch-in-time doctrine than with the battery. A little attention may cost you not more than \$2 or \$3, but if you let the trouble go too long your repair bill may be \$25 or \$30. It will not take more than three or four days to insure yourself that your battery is in proper condition and it is worth while to get it in this condition before the start of the season.

Have your battery in proper shape at the opening of the season does not mean that you must not give it some attention during the remainder of the year. You must give the battery attention just like you give the motor oil or your gasoline into the fuel tank. The chemical action that goes on in the battery cells during charging and discharging generates heat, and this heat evaporates much of the water that is in the electrolyte in the cells. Once every ten days test the cells to note the height

of the electrolyte on the plates and also to note its specific gravity with the hydrometer that you have for the purpose. Do not neglect this.

With the electrolyte in good condition at the opening of the season there will be little need for adding more acid during the year, but you will have to add distilled water to keep the electrolyte as high on the plates as it should be. Distilled water can be purchased from any drug store, and if not convenient many of the special table waters sold in bottles will serve. Pure rain water, collected after the rain has been falling for some time, is also good. The water collected from the early minutes of the shower may contain many impurities collected from the roof of the building or from the atmosphere, and should not be used.

To avoid battery trouble during the touring season there is but one certain course, and that is to get the battery habit. Get into the habit of testing your battery the same as you do in testing the amount of oil in the crankcase. Be as careful with the battery as you are in seeing that the gasoline tank is filled or that your tires are inflated to the proper pressure. When you get the habit the work is a light task, but until you accomplish this it will be more or less of a white elephant on your hands. Getting the battery habit is the same as getting the tire-inflation habit.

Studebaker Company Promotes Two Agents.

According to information received by W. C. Long, of the Commercial Automobile Supply Company, Studebaker agents here, the Studebaker Corporation, through E. R. Benson, vice president, has appointed J. J. Oiler, sales manager and R. T. Hodgkins, assistant sales manager, Oiler was for several years manager of the Studebaker branch in Los Angeles and Hodgkins was formerly with the Studebaker branch in New York.

Appointed Sales Agents.

Garvin Denby, vice president of the Federal Motor Truck Company, was in the city this week and appointed the Federal Sales and Service Company, of which Charles A. Cotterill is manager, exclusive Government agents for Federal trucks.

Explains Growth of Motor Car Trade.

Expert Declares Manufacturers Give Greater Value Without Greater Cost.

By LEE COUNSELMAN.

The automobile business has been described as one of the wonders of this century. It is so new that almost every one remembers when the newspapers were full of stories about the first American cars. Yet, in these few short years, the automobile industry has become the third largest in the United States.

Quite naturally, in the early days there were almost no really manufactured cars. The companies which marketed the cars simply assembled hundreds of parts, which were made by special manufacturers. Those who were engine builders became motorcar bodies, and so on throughout the entire car each was built by a specialty manufacturer. The company whose name was on the car simply brought these parts together and sold the finished car.

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That state of affairs has been gradually passing. First, the car makers have been most instrumental in advancing the manufactured car.

Greater Value for Buyer.

In the first place, the builders of motorcars began to realize that they were not conducting their business on the same plan foundation as other businesses. They realized that the profits paid specialty manufacturers could be put into their own cars, giving greater value without greater cost to the individual purchaser.

Second, the public began to feel much the same way about the value of profits in addition to the builder's profit. With this change in sentiment in favor of the manufacturer came the upbuilding of great factories, in which motorcars are built practically complete. Today nearly all of the leading cars are built by the companies whose names are put on the finished machines.

Manufacturers cars on an economic basis are possible only with large production. The producer of a hundred or five hundred or a thousand cars cannot afford to build the big plants and install all of the special machinery necessary to manufacture an automobile. The small producer cannot hire the special designers and the expert workmen and produce in small quantities as economically as he can buy the same parts from the big manufacturers. And so the automobile business has come to be a matter of large production from big plants manufacturing all of the vital parts of a car.

It would seem that the manufacturer who puts his name on the finished car is more vitally interested in the materials and in the accuracy of workmanship which goes into his car than any one else connected with its production. Therefore, he builds each part with the utmost care. He must build for the future.

Cannot Watch Details.

On the other hand, a specialty manufacturer realizes that the contract he holds from a company this year may go to another manufacturer in the same line next year. Also, the specialty manufacturer in most cases is building for several companies instead of only for one, and so he cannot watch the small details as carefully as the man who builds his own products and puts his own name on it.

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Housing Problem That Capital Faces

Crowded houses, not provided with modern sanitary conveniences, poorly lighted and badly ventilated, help to make the death rate in Washington higher than in forty-one other cities of more than 100,000 population. Efforts to ameliorate this condition by a novel sort of "business philanthropy" are described by J. R. Hildebrand in an article to appear in The Times tomorrow.

Soda and Shakespeare.

A thorough knowledge of the mixing of drinks behind a soda fountain has been found by Gardner Mack to be an excellent first step to take in the direction of studying to be a Shakespearean star on the stage. At least, he thinks this might have had a lot to do with the success of Richard Buhler whom he tells about in the dramatic department of The Sunday Times, where all the other news of the theaters is to be found.

Flowers of Society.

The flowers of Washington society are not always found in the ballrooms or behind the tea tables, Mary Edna Noyes has discovered. She has written in a very interesting way about discovering some of them carefully tending their sister buds and blossoms in the gardens. Indeed she has found that Washington women pride themselves greatly on their flowers and has made a little list of them for The Sunday Times.

For All Mankind's Good.

There is a woman in Washington, a visitor from afar, who is soon to be the head of one of the greatest organizations for the good of mankind in the world. J. R. Hildebrand has been able to learn a great deal about her and her work and her hopes for the future and has written about them for The Sunday Times. The wonderwork of this woman and her organization encircles the globe—so her life and aims are of intense interest to everyone.

Jean Eliot's Weekly Letter.

Have you formed the Jean Eliot habit? Habits are easy to make, but hard to break, so why not form a habit that will be of permanent value? Read Jean Eliot's society letter and be au courant of all the things that society people are doing and saying.

Societies Give Exhibit Of Physical Apparatus

The International Physical Society and the International Electrical Engineering Society held their joint exhibit last night at the Bureau of Standards.

Physical apparatus and scientific materials of more than forty manufacturers and many exhibitors from the scientific bureaus of the United States Government were shown.

Modern Woodmen Camp Ready to Go to War

Washington Camp, Modern Woodmen of America, at its meeting last night adopted resolutions offering service in Mexico its uniformed company.

The Washington camp has nearly 800 members, and a canvass of the order shows that many are willing and eager to go to the front.

Your Children

Are safe in a Gray motor. We employ only drivers with a record of honesty, sobriety and carefulness.

Terminal Taxis Company Telephone North 1212.

THE FISHERMAN'S GUIDE

Weather Forecast—Showers and warmer tonight; Sunday partly cloudy. Wind—South. Condition of the Potomac—Clear. High tide—7:57 a. m. and 8:30 p. m. Low tide—2:12 a. m. and 2:43 p. m.

It is a wise fisherman who does not throw his bait away in a hurry. Here's what happened to a man yesterday, and a veteran fisherman at that, who acted too hastily. No name will be mentioned, but it might not be amiss to say that one of his entries won a blue ribbon at the dog show, and that probably made him unduly excitable.

At any rate he went up the river early yesterday with rod and reel and something like a dollar's worth of bait. He fished and fished without getting so much as a nibble. After a few hours he was back to the boat house, told about his arduous trip, and generously distributed his rod and reel to a young man who wanted to try his luck. Just as he was starting for home a party of friends came along and persuaded him to go out with them. It was a fine chance, so he told them about that dog, so out he went.

Hardly had the first line hit the water when there was a fine white perch on the end of it, and in five minutes the fish were coming in over the side of the boat as fast as the men could reel in. A huge bass was the last of the catch. The party had landed more than 200 perch. All of which goes to show that you never can tell what's going to happen when you're fishing or playing baseball.

General Manager Jett, of the Chesapeake and Potomac Telephone Company in Baltimore, and S. H. Held, another officer, were in Washington this morning long enough to purchase a supply of bait. They later took the electric car for the Severn river in Maryland, where rock are reported as being plentiful this spring.

Boats may be obtained from Trammell, Great Falls; Fletcher, Lock Cove; two boathouses, Three Sisters; Reynolds or Barker, foot of Thirty-fourth street; Cumberland, foot of Twenty-sixth street; Bailey, under Anacostia bridge; Miller, D. C. end of Hasting bridge.

Bait always to be purchased at following boathouses: Reynolds, Barker's and Miller's. Also at certain fishing tackle stores.

The following places bear the reputation of being good fishing grounds: (1) "The Parlor," a pool above Bolling Rock, straight out from Fletcher's. The water is deep and swift, and the pool bears its name because the fish are known to congregate there. (2) Middle Rock, above the Chain Bridge.



You Can't Afford to Buy Any Car Until You Have Seen the Master "Six"

We claim there is no car—either "four" or "Six"—within \$500 of its price that is the equal of the Chalmers Master "Six" in quality of materials, performance or good looks. On the truth of this claim we stake our business reputation, and the capital we have invested in Chalmers cars.

If what we say is true you want a Master "Six" in preference to any other car under \$3,000. That's only business sense.

Make Us Prove Our Claims.

Now, we don't ask you merely to take our word for it. But we do ask you to prove for yourself whether our claims are true. Yes, we even go so far as to say you can't afford to buy any car at any price until you have seen the Master "Six" and made us prove its worth.

The Chalmers Standard Road Test is the proof we offer.

This is not the ordinary kind of demonstration ride. It is a real test which shows you in deeds—not words—what the Master "Six" can do.

You see with your own eyes how this Master car will creep along on high gear at two miles an hour; and at a touch of the throttle speed away like a hare.

You feel with your own body the absence of vibration which only such a "Six" can give; the comfort of the 132-inch wheel base, the big tires and the under-slung rear springs.

Non-Stallable; We Prove It.

This test shows you the simplicity and power of the Chalmers-Entz one motion electric starter. It proves to you that the Master "Six" motor is non-stallable. By actual performance it demonstrates the safety in giant brakes that will stop the car in its own length.

If you are a driver, take the wheel yourself. Actually experience the flexibility of a car that will start "on high" without a jerk or jolt; that will go from a standstill to 25 miles an hour in ten seconds.

Challenge Other Makes.

These and a dozen other wonderful features of performance that no car can surpass and few can equal, the Chalmers Road Test will prove to you. Then look at the Master "Six" and see for yourself if any other car is more beautiful.

So let us take you out on the Chalmers Test Ride. Then challenge any other car in the class of the Chalmers to duplicate its silence, smoothness and flexibility; challenge any other car in any class to show equal value at the price. You are under no obligation except to yourself—and you do owe it to yourself to buy the best dollar-for-dollar value you can get in a motor car.

Chalmers Master "Six"—2, 4, or 5 pass. \$2175. Chalmers Master "Six"—6 pass. type—\$2275. (Fully equipped f. o. b. Detroit.)

Zell Motor Car Co. 1405 H St. N. W. Phone 6097